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November 26, 2007

TO: Members of the MAG Transportation Review Committee

FROM: Tom Callow, City of Phoenix Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Thursday, December 6, 2007, 10:00 a.m.
MAG Office, Suite 200, Saguaro Room
302 North 1st Avenue, Phoenix

A meeting of the MAG Transportation Review Committee (TRC) will be held at the time and place noted above. **Please park in the garage under the building. Bring your ticket to the meeting as parking will be validated. Bicycles can be locked in the rack at the entrance to the parking garage.**

Members of the MAG Transportation Review Committee may attend **in person, via videoconference or by telephone conference call**. Those attending by videoconference must notify the MAG office three business days prior to the meeting. Those attending by telephone conference call are requested to call (602) 261-7510 between 9:55 a.m. and 10:00 a.m. on the date of the meeting. After the prompt, please enter the meeting ID number 6872 (MTRC) on the telephone keypad followed by the pound key. If you have a problem or require assistance, dial 0 after calling the number above.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Christina Hopes at the MAG Office. Requests should be made as early as possible to allow time to arrange the accommodation.

Please be advised that under procedures adopted by the MAG Regional Council on June 26, 1996, all MAG committees need to have a quorum in order to conduct business. A quorum is a simple majority of the membership or twelve people for the MAG TRC. If you are unable to attend the meeting, please make arrangements for a proxy from your jurisdiction to represent you. If you have any questions or need additional information, please contact Eric Anderson or Christina Hopes at (602) 254-6300.

TENTATIVE AGENDA

1. Call to Order

2. Approval of Draft October 25, 2007 Minutes

3. Call to the Audience

An opportunity will be provided to members of the public to address the Transportation Review Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Review Committee requests an exception to this limit.

4. Transportation Director's Report

Recent transportation planning activities and upcoming agenda items for the MAG Management Committee will be reviewed by the Transportation Director.

COMMITTEE ACTION REQUESTED

2. Approve Draft minutes of the October 25, 2007 meeting.

3. For information and discussion.

4. For information and discussion.

ITEMS TO BE HEARD

5. Proposition 400 Noise Mitigation Funds

On May 24, 2007, MAG issued a solicitation of projects to utilize the remaining \$20 million of noise mitigation funds that were part of Proposition 400. The purpose of the program is to address noise mitigation in residential areas where traffic noise substantially increased due to overall increases in traffic volume on the MAG Regional Freeway System. The original intent of the program was to mitigate noise in areas not eligible for noise mitigation through the normal Arizona Department of Transportation (ADOT)

5. Information, discussion, and possible action.

process, i.e., areas that are scheduled for roadway improvements through 2025. ADOT has completed a review of the requests and has determined that the requests for sound walls total about \$17 million. In addition, the City of Glendale has requested reimbursement of \$9.3 million for sound walls that Glendale paid for along Loop 101 which were completed during the 2000 to 2005 period. Please refer to Attachment One.

6. Programming of Projects for MAG Federal Funding in the 2009-2013 MAG Transportation Improvement Program

The MAG Regional Transportation Plan (RTP) targets all future MAG Federal Funds to specific modes and, in some cases, identifies specific projects for the funds. For ITS, Bicycle, Pedestrian and Air Quality projects, the RTP identified funds, but did not specify individual projects. Requests for MAG Federal funds expected to be available for FY 2013 and FY2009 – ITS only — have been received and ranked by the modal technical advisory committees (TACs). The attached table contains a list of projects submitted and projects recommended by the Air Quality, Bicycle, Pedestrian and ITS TACs. The TRC is expected to recommend a list of priority projects to receive MAG Federal funding for the respective federal years. Details are provided in Attachment Two.

7. Project Changes – Amendments, and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The FY 2008-2012 TIP was approved by Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. The projects for the proposed amendment to the FY2008-2012 TIP are listed in Table A and the changes for administrative modification to the FY2008-2012 TIP are listed in Table B. The amendment includes

6. For information, discussion, and possible action to recommend a list of projects to be added to the FY2009-2013 MAG Federally Funded program.

7. For information, discussion and possible recommendation to approve an Amendment and an Administrative Modification to the FY 2008-2012 Transportation Improvement Program as shown in the attached tables.

projects that may be categorized as exempt from conformity determinations. An administrative modification does not require a conformity determination. Details are provided in Attachment Three.

8. Status of Local Sponsored Federal Funded Projects

MAG Staff will provide member agencies with an update on the status of locally sponsored federally funded projects for FY08 and FY09. Materials will be presented and disseminated at the meeting.

9. MAG Occupancy Study Presentation

MAG recently completed a region-wide auto occupancy and classification survey. The collected data provides important insight into developing travel trends and current utilization of regional road infrastructure. Auto occupancy rates were developed for different types of road facilities, area types and time periods. The auto occupancy study revealed existing HOV violation rates and lane efficiency. The key findings of the survey will be presented. Attachment Four contains related presentation related materials.

10. Transportation Review Committee 2008 Meeting Schedule

A tentative schedule of TRC Committee meetings is provided in Attachment Five.

11. Member Agency Update

This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues within their respective communities.

8. For information and discussion.

9. For information and discussion.

10. For information, discussion, and approval of the TRC 2008 Meeting Schedule.

11. For information and discussion.

12. Next Meeting Date

Pending approval of the 2008 TRC Meeting Schedule, the next regular TRC meeting will be scheduled Thursday, January 31, 2007 at 10:00 a.m. in the MAG Office, Saguaro Room.

12. For information and discussion.

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

October 25, 2007

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Phoenix: Tom Callow, Chair	*Litchfield Park: Mike Cartsonis
*ADOT: Dan Lance	Maricopa County: Mike Sabatini for John Hauskins
Avondale: David Fitzhugh	Mesa: Scott Butler for Jim Huling
#Buckeye: Scott Lowe	Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	Peoria: David Moody
El Mirage: Lance Calvert for B.J. Cornwall	#Queen Creek: Mark Young
Fountain Hills: Randy Harrel	RPTA: Bob Antila for Bryan Jungwirth
*Gila Bend: Lynn Farmer.	Scottsdale: David Meinhart for Mary O'Connor
*Gila River: David White	Surprise: Randy Overmyer
*Gilbert: Tami Ryall	#Tempe: Carlos de Leon
Glendale: Terry Johnson	Valley Metro Rail: John Farry
Goodyear: Cato Esquivel	
Guadalupe: Jim Ricker	

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott, RPTA	*Pedestrian Working Group: Eric Iwersen, City of Tempe
*Street Committee: Darryl Crossman, City of Litchfield Park	*ITS Committee: Alan Sanderson

* Members neither present nor represented by proxy. + - Attended by Videoconference
- Attended by Audioconference

OTHERS PRESENT

Eric Anderson, MAG	Brad Stoddard, City of Mesa
Maureen DeCindis, MAG	Don Herp, City of Phoenix
Bob Hazlett, MAG	Tom Remes, City of Phoenix
Roger Herzog, MAG	Lynn Timmons, City of Phoenix
Steve Tate, MAG	Michelle Lehman, City of Surprise
Eileen O. Yazzie, MAG	John McNamara, DMJM
Carol Slaker, City of Mesa	

1. Call to Order

Chairperson Tom Callow from the City of Phoenix called the meeting to order at 10:07 a.m.

2. Approval of October 25, 2007 Draft Minutes

Mr. Callow asked if there were any changes or amendments to the meeting minutes, and there were none. A motion was made and seconded to approve the minutes as presented. Then, the minutes were approved by unanimous voice vote of the Committee.

3. Call to the Audience

Mr. Callow asked if any cards requesting to speak had been submitted. No comment cards had been received, and Mr. Callow moved on to the next item on the agenda.

4. Transportation Director's Report

Mr. Eric Anderson, MAG Transportation Director, presented the Transportation Director's Report. The first item on Mr. Anderson's report was Regional Area Road Fund (RARF) revenues. Mr. Anderson informed the Committee that September RARF revenues had decreased 3 percent from September 2006. He also informed the Committee that year-to-date RARF revenues were flat compared to the first quarter revenues for Fiscal Year (FY) 2007 and commented the decline was troublesome.

Mr. Anderson reported that the Arizona Department of Transportation (ADOT) had released the revised sales tax projections. The revised projections decreased the estimated RARF revenues by more than \$400 million over the life of the tax. In particular, the projections for FY08 were significantly lower than previously expected. Mr. Anderson stated that the FY08 and early FY09 projections indicated continuing slow growth.

The second item on the Transportation Director's Report was the Freeway Program under Proposition 400. Mr. Anderson reported that internally MAG was reviewing the underpinnings of the program. He informed the Committee that on October 24, 2007 Mr. Roger Herzog of MAG presented the Annual Report on the Implementation of Proposition 400 at MAG Regional Council meeting. According to Mr. Herzog's report, the Freeway Program is experiencing a \$2 to \$3 billion dollar shortfall, which is due, in part, to tremendous cost increases.

Mr. Anderson stated that the Federal Highway Administration (FHWA) reported a 58 percent increase in construction costs in California between 2003 and 2006. He added that the increase tracks closely to the experiences in Arizona. Mr. Anderson discussed a report from the American General Contracting Association. He stated that both reports indicated the increases are the result of a structural change in costs for housing commodities, and that the expectation is that these cost increases would not go down. In addition, the American General Contracting Association report predicted a cost run up for construction after the housing market recovered.

Mr. Anderson relayed ADOT's top line number for construction of the 303. According to ADOT, construction costs for the 303 are up to \$2.8 billion or \$75 million per mile. In contrast, MAG had estimated the costs at \$1.4 billion in the Regional Transportation Plan (RTP) before the significant increase in construction related costs.

Mr. Anderson informed the Committee that the second meeting of the Legislative Blue Ribbon Transportation Committee on the Senate side would be held later in the day. At the meeting, MAG would present on commuter rail efforts. He announced that the Blue Ribbon Committee meeting agenda item on framework studies had been pulled and would be included on a later agenda.

Next, Mr. Anderson provided an update on the MAG transit study. The twelve month transit study is budgeted for \$980,000 and is currently being advertised. Mr. Anderson informed the Committee that a pre-proposal conference would be held on Monday, and proposals would be due mid-November. He stated that MAG would like to hire a consultant for the study by the first of the year.

Mr. Anderson announced the WTS Reauthorization Summit meeting at the Airport Marriott on October 26, 2007. Mr. Anderson stated he would be moderating session on finance and discussing the cost issues addressed in the various reports. Mr. John Farry from Valley Metro Rail added that he would be attending the Legislative Blue Ribbon Committee meetings to present an update on light rail. Mr. Farry also announced the attendance of Sherry Little, a FTA Deputy Administrator, who would be touring the light rail project.

Mr. Callow thanked Mr. Anderson for his report and asked if there were any questions. There were none, and this concluded the Transportation Directors' Report.

5. Revised Table of Proposed PM-10 Paving of Unpaved Road Projects for FY 2010 CMAQ Funding

Mr. Callow invited Ms. Eileen Yazzie from MAG to present on the PM-10 road projects proposed to receive Congestion Mitigation and Air Quality (CMAQ) funding. Ms. Yazzie referred the Committee to Agenda Attachment One, which included a memorandum from the MAG Air Quality Technical Advisory Committee and a table that ranked proposed PM-10 paving of unpaved road projects for FY2010 CMAQ funding.

Ms. Yazzie informed the Committee that the six projects listed in the table were rank ordered by cost effectiveness. The projects and amounts of CMAQ funding requested as ranked in the table included the City of Phoenix, \$1.484 million; the City of El Mirage (1st project), \$2.1 million; the City of Chandler, \$469,500; Fort McDowell Yavapai Nation, \$1.645 million; the City of El Mirage (2nd project), \$762,000; and the Town of Youngtown, \$700,000. Ms. Yazzie informed the Committee that although the total amount of CMAQ funding requested was \$7,165,500 that only \$3.5 million of funding was available for these projects.

Mr. Callow asked Ms. Yazzie if the TRC was being asked to approve all the projects listed in the table. Ms. Yazzie replied that one of the recommendations made by the MAG Air Quality Technical Advisory Committee was for the TRC to discuss, recommend, and approve the

projects slated to receive the \$3.5 million of available CMAQ funding for FY2010.

Ms. Kraus from the City of Chandler questioned Ms. Yazzie about the cost disparities between the projects and then redirected the question to Mr. Lance Calvert from the City of El Mirage. Before responding to Ms. Kraus, Mr. Calvert clarified that the second El Mirage project in the table should be for unpaved roads not alleys. Mr. Calvert stated that he was unsure of the exact cause for the cost disparities and postulated that it may be due to differences in design standards by jurisdiction. Discussion followed.

After the discussion, Mr. David Moody from the City of Peoria motioned to approve the first two projects listed, and Mr. Mike Sabatini from Maricopa County seconded the motion. Discussion followed. Mr. Callow asked Ms. Yazzie if the CMAQ funding could be distributed to multiple projects instead of approving projects in their entirety for funding. Ms. Yazzie replied yes that the Committee could allocate funding to the various projects listed.

Mr. Butler from the City of Mesa expressed concerns about funding only one or two projects and encouraged the Committee to allocate some funding to all of the projects listed in the table. Ms. Kraus agreed and stated that the City of Chandler would relinquish some funds for use on other projects to improve air quality. Discussion followed about how to remove the current motion before the Committee and replace the motion with a substitute motion to allocate funding as follows: City of Phoenix, \$1 million; City of El Mirage, \$1 million; City of Chandler, \$350,000; and Fort McDowell Yavapai Nation, \$700,000.

After calculating the amounts proposed, Ms. Yazzie informed the Committee that the recommendation was short \$450,000. Mr. Butler recommended that \$400,000 in additional funding should be allocated to the City of Phoenix due the location of the air quality monitors. Mr. Terry Johnson from the City of Glendale seconded the motion. Ms. Yazzie informed the Committee that \$50,000 of funding was still available. Mr. Callow recommended that the remaining \$50,000 should be allocated to the City of El Mirage.

Mr. Scott Lowe from the Town of Buckeye reminded the Committee that initial motion must be withdrawn before proceeding with the substitute motion. Mr. David Moody from the City of Peoria stated that he would be willing to remove the previous motion after hearing from the City of El Mirage on the issue.

Mr. Calvert from the City of El Mirage replied that prior to this year the City of El Mirage was not in the position to provide matching funds for the PM-10 projects. Mr. Calvert informed the Committee that the projects in question were to pave daily trip streets with high levels of traffic not alleyways. He agreed that funds should be distributed to multiple projects, but he did not feel that funding should be taken away from crucial projects. Mr. Calvert stated that the City of El Mirage would not be repeatedly applying for this type of funding due to the number of unpaved roads within El Mirage as compared to other jurisdictions with “hundreds of miles” of unpaved roads. He added that it would be difficult to determine which roads would be paved if the City of El Mirage did not receive all of the funding requested as it would be a challenge for the City make the decision to pave one road in a subdivision, but not another. As a result of these issues, Mr. Calvert felt that he could not agree to approve the substitute motion as presented or favor the change to withdraw the previous notion. Discussion followed about the Robert’s Rules of Order and proceeding with a vote on the initial and/or substitute motion.

Mr. Callow asked Mr. Calvert if it was the City of El Mirage's position that any amount of funding allocated below the \$2.1 million requested was not "a workable project" or if the City's position was to obtain as much funding as possible. Mr. Calvert replied that the City of El Mirage needed as much funding as possible because it would be difficult to make up the \$1.1 million difference in funding.

Mr. Callow responded that the City of Phoenix would be willing to accept \$1.2 million in CMAQ funding if the remaining monies would be allocated to the City of El Mirage. Mr. Butler accepted Mr. Callow's recommendation, and Mr. Terry Johnson seconded the motion. Ms. Yazzie repeated the funding allocations as proposed by the current motion on the table. Under Mr. Butler's revised motion, the CMAQ funding for FY2010 would be distributed as follows: City of Phoenix, \$1.2 million; City of El Mirage \$1.25 million; the City of Chandler, \$350,000; and Fort McDowell Yavapai Nation, \$700,000.

Mr. Callow asked if there were any additional questions or comments. Mr. Calvert asked if the City of Chandler and Fort McDowell were in favor of the motion to receive partial funding. Mr. Butler replied that the City of Chandler was in favor; however, Fort McDowell was not present at the meeting or by audio-visual conference to present their position.

Mr. David Fitzhugh from the City of Avondale asked if the logic behind distributing the \$1.2 million in funding to the City of Phoenix was because only half of the projects would have an effect on the PM-10 readings. Mr. Callow responded that the logic was not that the other projects would not have an affect on the monitors, but that the other projects were not directly adjacent to the monitors. Mr. Fitzhugh thanked Mr. Callow for the clarification and expressed support for the City of El Mirage.

Mr. Callow called for a vote, and the motion was approved by subsequent voice vote of the Committee. Mr. Callow thanked Ms. Yazzie for her report and this concluded the discussion on the revised table of proposed CMAQ funding for PM-10 paving of unpaved road projects for FY2010.

6. Update to the Arterial Life Cycle Program Policies and Procedures

Mr. Callow invited Ms. Yazzie to discuss the update to the Arterial Life Cycle Program's Policies and Procedures. Ms. Yazzie announced a proposed update to the Arterial Life Cycle Program (ALCP) Policies and Procedures approved on December 13, 2006, and informed the Committee that the previous version did not include Closeout Policies to distribute unused RARF funds at the end of the fiscal year.

Ms. Yazzie reported that MAG Staff had collaborated with the ALCP Working Group through meetings and email to develop the RARF Closeout Policies. Ms. Yazzie summarized key points of the RARF Closeout Policies, which included the liability of member agencies receiving funds, eligibility deadlines and project requirements, and the prioritization of projects eligible to receive funds through the RARF Closeout Process. Other changes to the Policies included the addition of a Certification page to the ALCP and a revision to the inflation factor used in determining project costs and reimbursements.

Ms. Yazzie informed the Committee that the update was before the Committee as an action item and asked if the Committee had any questions or comments. Mr. Fitzhugh asked the members of the Committee with projects in the ALCP if they had any concerns or feedback on the proposed RARF Closeout Process.

Mr. Dave Meinhart from the City of Scottsdale stated that he supported the idea of distributing the funds. He stated that the order of projects in the ALCP did not necessarily relate to the importance of the projects to the individual jurisdictions. He continued to state that some of the projects scheduled in Phase IV were of higher importance than some projects scheduled in earlier phases.

Mr. Moody expressed concerns about the possibility of a program shortfall. He acknowledged that it would be better for all jurisdictions if projects would be built and reimbursed as soon as possible as opposed to sitting on available funds. In response, Ms. Yazzie directed the Committee to Section 270 of the proposed Policies which addresses shortfalls in the ALCP.

Under Section 270, all projects will be moved in order if a shortfall occurs. Ms. Yazzie reminded the Committee that policies on a program shortfall had been in place since the beginning of the Arterial Life Cycle Program. In addition, Ms. Yazzie informed the Committee that the RARF account currently had \$42 million dollars available for reimbursement. She also reminded the Committee that the ALCP would undergo a performance audit and a financial audit in the near future, and that by conducting a RARF Closeout on an annual basis it would demonstrate the fiscal management of the program. Discussion followed.

Mr. Meinhart requested clarification from Ms. Yazzie on the impact of the proposed change to the inflation factor used. Ms. Yazzie stated that the West inflation factor was slightly higher than the national factor and closer to the actual experiences of the region. She added that input was received from economists before requesting the proposed change to the inflation factor. Mr. Meinhart asked if the inflation factor would be retroactive. Ms. Yazzie replied that the new inflation factor would only be applied to current and future calculations.

Mr. Moody moved to approve the update the ALCP Policies and Procedures as presented, and Mr. Randy Overmyer from the City of Surprise seconded. The motion was approved by unanimous voice vote of the Committee, and this concluded Ms. Yazzie's report.

7. Arterial Life Cycle Program Status Report

Ms. Christina Hopes from MAG presented the Status Report for the Arterial Life Cycle Program for the period between July and September 2007. Ms. Hopes announced that there were 39 projects programmed for work and \$75 million programmed for reimbursement in FY08. She informed the Committee that every agency with a project scheduled in the ALCP was programmed for work and/or reimbursement in FY08.

According to Ms. Hopes, MAG Staff had received two Project Overviews for El Mirage Road and four Project Reimbursement Requests totaling \$3.897 million during the first quarter of FY08. Ms. Hopes informed the Committee of an error in the ALCP Status Report from January - June 2007. The previous report stated that the ALCP had reimbursed \$21 million to-date. Ms.

Hopes explained that this was an administrative error, and the correct amount of ALCP reimbursements to-date was \$28.6 million.

Ms. Hopes referred the Committee to a handout on the RARF Revenues collected from July to September 2007. Ms. Hopes reported that the arterial program received between \$3.2 and \$3.5 million each month during the first quarter of FY08. She acknowledged that the amount collected was lower than estimated.

Ms. Hopes announced the approval of the update to the Transportation Improvement Program at the October 24, 2007 Regional Council meeting. She reported that the most common changes made to the TIP and ALCP included shifting project schedules to a later year and redistributing allocated funds from one work phase to another.

Mr. Callow asked if there were any questions or comments about the ALCP Status Report. There were none, and this concluded Ms. Hopes' report.

8. The Interstate 10 - Hassayampa Valley Transportation Framework Study

Mr. Bob Hazlett from MAG requested action by the Committee to (1) accept the findings of the Interstate 10 - Hassayampa Valley Transportation Framework Study as the surface and public transportation framework for the Hassayampa Valley, (2) adopt the traffic interchange locations for the Interstate 10/Papago Freeway from SR 303L/Estrella Freeway to 459th Avenue and minimum two-mile spacing on new freeway corridors, (3) adopt the "Arizona Parkway" as a new functional classification of roadway for use in the Hassayampa Valley and the MG Region and (4) accept the finding and implementation strategies as described in the Hassayampa Valley Framework Study for inclusion as illustrative corridors in the Regional Transportation Plan. Mr. Hazlett announced that he had presentation materials available from previous presentations, which would be made available upon request.

Mr. Anderson announced that during the week several discussions had been held about the wording of the recommended actions for the Framework Study. He reported that individuals had expressed concerns about the ambiguous wording of the recommendations as well as concerns about the effect the recommendations would have on existing facilities. Mr. Anderson stressed the need for accurate wording of the recommendations and encouraged the development of a working group to review and revise the Framework Study recommendations.

Mr. Fitzhugh inquired about the implications of adopting the Hassayampa Framework Study recommendation. In particular, he inquired if the recommendations would be applied to the entire MAG region or if it would be limited to the study area. Mr. Anderson responded that the wording of the recommendations and clarification on the implications would be the goal of the working group. Discussion followed.

Mr. Johnson concurred with Mr. Anderson's suggestion to develop a group to review and revise the proposed actions for this agenda item. Mr. Callow announced that the agenda item would be tabled until further review by the working group.

Mr. Callow asked if there were any questions or comments about the Hassayampa Framework Study. There were none, and this concluded Mr. Hazlett's report.

9. Member Agency Update

Mr. Callow asked members of the Committee whether they would like to provide updates; address any issues or areas of concern regarding transportation at the regional level; and asked whether any members in attendance would like to address recent information that was relevant to transportation within their communities.

Mr. Calvert announced that he was relatively new to the Committee and the Phoenix metropolitan area. He asked if the Bicycle/Pedestrian Committee's recommendations would be on the next TRC agenda. Mr. Calvert expressed concerns about how federal funds are delineated by the Bicycle/Pedestrian Committee. In particular, he expressed interest in how the Committee determines funding and the criteria used to select which projects are funded. After Mr. Calvert completed his commentary, Mr. Callow asked if there were any additional comments. There were none, and this concluded the Member Agency Update.

10. Next Meeting Date

Mr. Callow informed members in attendance that the next meeting of the Committee would not be held on October 25, 2007 as previously indicated on the agenda due to the Thanksgiving holiday. He announced that the next TRC meeting would be held in December. There being no further business, Mr. Callow adjourned the meeting at 11:07 a.m.

ATTACHMENT ONE



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November 27, 2007

TO: Members of the Transportation Review Committee

FROM: Eric J. Anderson, Transportation Director

SUBJECT: Proposition 400 Noise Mitigation Funds

ADOT has completed a preliminary analysis of the proposed sites for additional noise mitigation. The summary chapter of the report with the evaluation of the 11 sites is attached. The preliminary analysis indicates that the additional noise mitigation can be provided at these locations. According to the analysis, the cost to construct the additional noise measures is approximately \$17 million plus the design costs. This figure does not include the reimbursement request from the City of Glendale for \$9.3 million. In addition, ADOT is recommending that additional noise modeling be conducted to refine that proposed noise mitigation solutions. Once this work is finished, revised construction cost estimates will be developed.

BACKGROUND

On May 24, 2007, MAG issued a solicitation of projects to utilize the remaining \$20 million of noise mitigation funds that were part of Proposition 400. The purpose of the program is to address noise mitigation in residential areas where traffic noise substantially increased due to overall increases in traffic volume on the MAG Regional Freeway System. The original intent of the program was to mitigate noise in areas not eligible for noise mitigation through the normal ADOT process, i.e., areas that are scheduled for roadway improvements through 2025.

The TPC recommended at the May 16, 2007 meeting, that areas that are not scheduled for roadway improvements for the next five years also be eligible for the noise mitigation funding. At the same meeting, the TPC also recommended that projects that exceed the ADOT cost threshold of \$43,000 per impacted property be considered. The last TPC recommendation was to include information about any noise mitigation policies or ordinances of the jurisdiction that provides noise mitigation as part of development projects adjacent to freeways.

Five MAG member agencies submitted noise mitigation projects for consideration. A summary of the requests follows:

Glendale:

The City of Glendale requested reimbursement of \$9.3 million for the construction of sound walls along the Loop 101 in the following locations:

- 51st Avenue to 58th Avenue, south side of L101, constructed in 2000;
- Union Hills to 75th Avenue, south and east side of L101, constructed in 2002;

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction • City of Avondale • Town of Buckeye • Town of Carefree • Town of Cave Creek • City of Chandler • City of El Mirage • Fort McDowell Yavapai Nation • Town of Fountain Hills • Town of Gila Bend
Gila River Indian Community • Town of Gilbert • City of Glendale • City of Goodyear • Town of Guadalupe • City of Litchfield Park • Maricopa County • City of Mesa • Town of Paradise Valley • City of Peoria • City of Phoenix
Town of Queen Creek • Salt River Pima-Maricopa Indian Community • City of Scottsdale • City of Surprise • City of Tempe • City of Tolleson • Town of Wickenburg • Town of Youngtown • Arizona Department of Transportation

- 67th Avenue to 75th Avenue, both sides of L101, constructed in 2004;
- 67th Avenue to 59th Avenue, both sides of L101, constructed in 2005.

Maricopa County:

Maricopa County requested that noise walls be constructed on the south side of the future L303 alignment from Robertson Drive to the eastern boundary of Sun City West.

Peoria:

The City of Peoria requested that noise walls be constructed at the following locations along L101:

- North of Northern Avenue, west of L101;
- South of Peoria Avenue, west of L101;
- North of Peoria Avenue, east of L101.

Phoenix:

The City of Phoenix submitted four locations for noise wall construction along three freeways:

- 7th Avenue to 15th Avenue; north side of I-10;
- Northeast corner of Loop 101 and 7th Street;
- Southeast corner of L101 and 51st Avenue;
- Northwest corner of SR 51 and Greenway Parkway.

Scottsdale:

The City of Scottsdale submitted requests for two locations west of L101:

- North of Cactus Road, west side of L101;
- North and south of Via Linda, west side of L101.

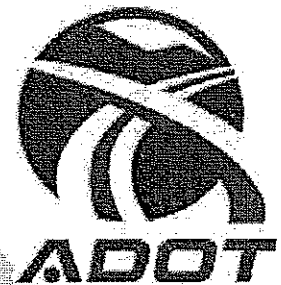
If you have any questions or comments, please contact me at the MAG office at (602) 254-6300.

**NOISE REDUCTION STUDY
WITHIN MARICOPA COUNTY**

NOISE STUDY TECHNICAL REPORT

November 2007

Prepared for:



**Arizona Department
of Transportation**

NOISE REDUCTION STUDY WITHIN MARICOPA COUNTY

NOISE STUDY TECHNICAL REPORT

Prepared for
Arizona Department of Transportation
Environmental Planning Group
1611 West Jackson Street, Mail Drop EM02
Phoenix, AZ 85007

Prepared by
AZTEC Engineering
4561 East McDowell Road
Phoenix, AZ 85008

November 2007

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1.0 INTRODUCTION

On May 24, 2007, Maricopa Association of Governments (MAG) issued a solicitation of projects to utilize the remaining \$20 million of noise mitigation funds that were part of Proposition 400. The purpose of the program is to address noise mitigation in residential areas where traffic noise substantially increased due to overall increases in traffic volume on the MAG Regional Freeway System. The original intent of the program was to mitigate noise in areas not eligible (**lower than Arizona Department of Transportation (ADOT) Noise Abatement Policy action level**) for noise mitigation through the normal ADOT process, i.e., areas that are scheduled for roadway improvements through 2025.

This preliminary noise reduction study was developed to focus on the areas of concern and prioritize accordingly.

For a better understanding of noise level, a copy of the ADOT Noise Abatement Policy (reviewed and approved by FHWA) is provided as a separate attachment for your review.

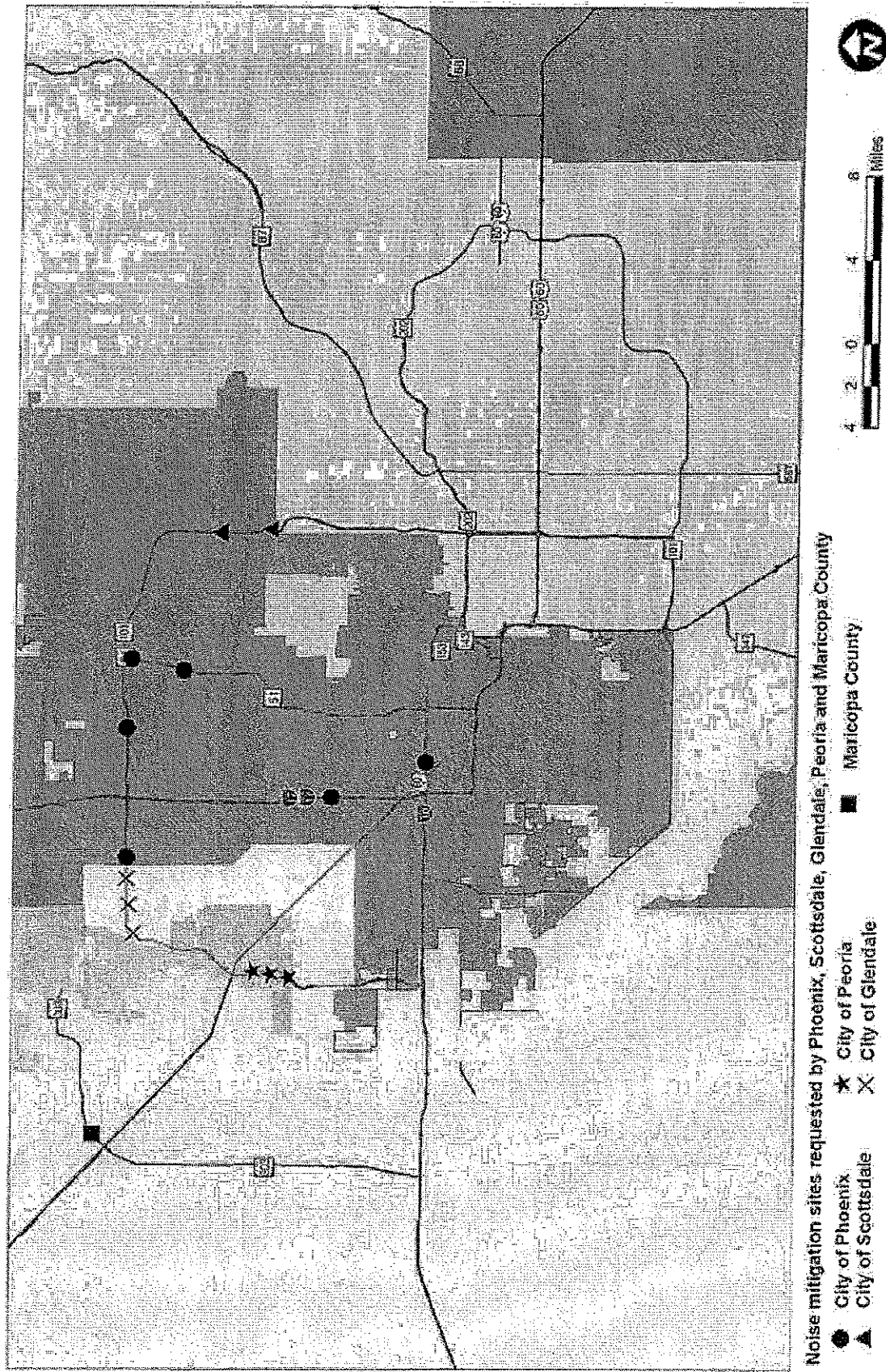


Figure 1. Project Location Map

2.0 POTENTIAL NOISE BARRIER LOCATIONS

The **City of Phoenix** potential areas for noise reduction submitted are as follows:

- North side residents of Interstate 10 (I-10), from 7th Avenue to 15th Avenue
- Southeast corner (SEC) of 51st Avenue and Loop 101 (Agua Fria Freeway) (Overland Hills development just east of the SEC)
- East side residents of I-17, just south of Camelback (two-story condominiums)
- Northeast Corner (NEC) of 7th Street and Loop 101
- 40th Street and the State Route 51 (SR 51)
- SR 51 and the Greenway Parkway

The potential area at 40th Street and the SR 51 was excluded from further analysis because a 16-foot barrier is present that already protects the customers.

The **City of Scottsdale** potential areas for noise reduction submitted are as follows:

- Northwest corner (NWC) of SR 101 and Cactus Road
- NWC of SR 101 and 90th Street

The **City of Peoria** potential areas for noise reduction submitted are as follows:

- West side residents of SR 101, from North Avenue to Olive Avenue
- West side residents of SR 101, from Olive Avenue to Peoria Avenue
- East side residents of SR 101, from Peoria Avenue to Grand Avenue

The **City of Glendale** potential areas for noise reduction are as follows:

- SR 101, south side from 51st Avenue to 58th Avenue
- SR 101, east/south side from Union Hills Drive to 75th Avenue
- SR 101, both sides from 59th Avenue to 75th Avenue

The potential areas from the City of Glendale were excluded from further analysis because noise barriers already protect the customers.

The **Maricopa County** potential area for noise reduction submitted is as follows:

- SR 303, Deer Valley Road to north of Robertson Drive

The locations of these potential areas are shown in Appendix A.

3.0 EXISTING NOISE LEVELS

Noise level monitoring was conducted at 26 sites for the potential areas of noise reduction described above (monitor number is labeled "MON") to document existing traffic noise level conditions. The monitoring results are summarized in Table 1.

TABLE 1 Noise Level Monitoring Results				
Jurisdiction	Monitor Number	Address/Description	Major Freeway	Monitoring Result Leg, dBA
Phoenix	MON-01	NWC, 9th Avenue and Moreland Street	I-10	59
	MON-02	NWC, 11th Avenue and Moreland Street	I-10	61
	MON-03	NWC, 13th Avenue just south of Culver Street	I-10	62
Scottsdale	MON-04	SWC, End of the cul-de-sac at East San Rafael Drive	SR 101	58
	MON-05	West side of freeway just south of East Via Linda	SR 101	59
	MON-06	SWC, Larkspur Drive and 87th Street	SR 101	58
	MON-07	SWC, Sweetwater Avenue and 87th Street	SR 101	53
Phoenix	MON-08	NWC, East Waltann Lane and 35th Street	SR 51	56
	MON-09	SWC, North 10th Place and East Pontiac Drive	SR 101	62
	MON-10	NE of West Highland Avenue and Black Canyon Highway frontage Road	I-17	66
Peoria	MON-11	Northwest of North 95th Avenue and West Las Palmaritas Drive	SR 101	60
	MON-12	SW of North 92nd Drive and West Sanna Circle	SR 101	59
	MON-13	SW of North 92nd Drive and West Mountain View Road	SR 101	62
	MON-14	Northwest of West Mountain View Road between 92nd Drive and 94th Avenue	SR 101	50
	MON-15	Northwest of 92nd Drive and West Monroe Street	SR 101	61
	MON-16	Behind the first row in the Mobile Home Park	SR 101	56
	MON-17	In front of the first row in the Mobile Home Park	SR 101	62
	MON-18	SW of West Yucca Street and North 93rd Avenue	SR 101	59
Glendale	MON-19	Northwest of West Kerry Way and North 79th Drive	SR 101	58
	MON-20	NE of North 77th Avenue and West Escuda Road	SR 101	55
	MON-21	SE of West Beardsley Road and Arrowhead Lakes Condominiums	SR 101	60
	MON-22	SW of North 53rd Avenue and West Escuda Road	SR 101	58
	MON-23	SW of North 70th Drive and cul-de-sac	SR 101	58
Phoenix	MON-24	Playground, SEC, West Menadota Drive and North 48th Lane	SR 101	58
	MON-25	4762 West Menadota Drive (backyard)	SR 101	61
Maricopa County	MON-26	15435 West Robertson Drive	SR 303	56

The monitoring locations represent the general noise levels of the neighborhoods adjacent to the freeways. Detailed noise level monitoring information is located in Appendix B of this report, and the photos for these locations are shown in Appendix C.

4.0 PRIORITIZATION

Appendix D shows the matrix of potential noise barrier priorities and detailed information. The priorities for the noise barriers are rated based on factors including existing monitoring noise levels, number of benefited customers, project costs, and whether freeway improvements will be made within 10 years. The project cost is calculated based on the barrier length and barrier height proposed by each jurisdiction, with a unit cost of \$33 per square foot, and \$40 per linear foot for removal costs for existing barriers and privacy walls. Potential noise reduction measures will be considered for those areas where no freeway improvements are planned or programmed within 10 years.

The suggested priorities for all the 11 potential barriers in each jurisdiction are shown in Table 2.

TABLE 2 Suggested Priority and Area Location		
Priority	Area Location	Jurisdiction
1	I-17 & Camelback Road (SEC)	City of Phoenix
2	I-10, 7th Avenue to 15th Avenue (north side)	City of Phoenix
3	SR 101 & 51st Avenue (SEC)	City of Phoenix
4	SR 101 & 7th Street (NEC)	City of Phoenix
5	SR 101, Peoria Avenue to Grand Avenue	City of Peoria
6	SR 101, Olive Avenue to Peoria Avenue	City of Peoria
7	SR 101, North Avenue to Olive Avenue	City of Peoria
8	SR 101 & 90th Street (NWC)	City of Scottsdale
9	SR 101 & Cactus Road (NWC)	City of Scottsdale
10	SR 51 & Greenway Parkway (NWC)	City of Phoenix
11	SR 303, Deer Valley Road to north of Robertson Drive	Maricopa County

The detailed information for each priority location is also illustrated in Tables 3-13. The future freeway improvement projects and plan phase are from the Regional Transportation Plan (RTP).

Priority 1: City of Phoenix, I-17 & Camelback Road (SEC)

TABLE 3 Information About Priority 1 Location	
Age of neighborhood	Property approved on 3/12/1996
Deed date for first row customers	N/A
Date of public knowledge	2/27/1957
Future freeway improvement projects	Long term capacity improvements
Plan phasing	Phase 3 (Fiscal Year (FY) 2016-2020)
Land use type	Condominium
No. of affected customers with 200 feet from potential barrier	Approximately 8
Average distance from first row to freeway	280 feet
Main noise source	I-17 mainline, ramp and frontage Road
Existing traffic volumes	AADT 2005, 213,000
Existing total through lanes	6 and High Occupancy Vehicle (HOV) lanes
Planned total through lanes	10 and HOV lanes
Measured noise levels (dBA)	66
Existing noise barrier	No
Asphalt rubber friction course (ARFC)	Yes, previous ARFC
Privacy wall	Yes, 4 feet
Other noise reduction option	N/A
Potential barrier length (feet)	Approximately 800
Potential barrier height (feet)	20
Estimated potential barrier cost	\$528,000
Estimated cost per benefited customer	\$66,000

The freeway is dominated by a large traffic volume of 213,000 annual average daily traffic (AADT) based on 2005 figures. The noise source originates not only from the mainline and ramp, but also from the frontage road. Monitoring noise level for the site located near the pool area is about 66 dBA. This is the highest noise level among all the monitoring data. No noise barrier exists at this location right now; however, there is a noise barrier about 10-12 feet between the freeway and frontage road on the northbound side from West Hazelwood Street to West Turney Avenue. A programmed future freeway improvement project is scheduled in Phase 3 (FY 2016-2020). The estimated cost of the potential barrier is about \$528,000.

Priority 2: City of Phoenix, I-10, 7th Avenue to 15th Avenue (north side)

TABLE 4 Information About Priority 2 Location	
Age of neighborhood	Properties built in 1920's - 1940's
Deed date for first row customers	One is in the year of 1958, others from 1975 to 2007
Date of public knowledge	5/8/1965
Future freeway improvement projects	No
Plan phasing	No
Land use type	Single family homes (SFH)
No. of affected customers with 200 feet from potential barrier	Approximately 40
Average distance from first row to freeway	300 feet
Main noise source	I-10 mainline and ramp
Existing traffic volumes	AADT 2005, 258,000
Existing total through lanes	10 and HOV lanes
Planned total through lanes	10 and HOV lanes
Measured noise levels (dBA)	59-62
Existing noise barrier	Yes, 9-10 feet on the customer side
Asphalt rubber friction course (ARFC)	Yes, fall 2004/spring 2005
Privacy wall	Partial
Other noise reduction option	Depressed roadway
Potential barrier length (feet)	Approximately 2,500
Potential barrier height (feet)	20
Estimated potential barrier cost	\$1,750,000
Estimated cost per benefited customer	\$43,750

Monitoring noise levels for this site for the first building row customers range from 59 to 62 dBA. A noise barrier already exists with a height of 9-10 feet on the customer side. Since this site is located within a historic district and no new freeway improvements or redevelopments are anticipated, it falls within MAG's option for potential noise reduction. In addition, this site is under political pressure for additional noise reduction.

The freeway is depressed from 7th Avenue to 11th Avenue, which results in lower noise levels at monitoring site #1 (59 dBA) and site #2 (61 dBA). The freeway becomes at grade and elevated from 11th Avenue to 15th Avenue. Therefore, the noise level at monitoring site #3 is 62 dBA. Also noted in the field measurement, there is a break in the barrier between 11th Avenue and 13th Avenue, which allows noise propagation directly to customers.

Priority 3: City of Phoenix, SR 101 & 51st Avenue (SEC)

TABLE 5 Information About Priority 3 Location	
Age of neighborhood	Properties built in 1985
Deed date for first row customers	N/A
Date of public knowledge	2/9/1984
Future freeway improvement projects	New general purpose lane (GPL) and HOV
Plan phasing	Phase 4 (FY 2021-2026)
Land use type	SFH
No. of affected customers with 200 feet from potential barrier	Approximately 28
Average distance from first row to freeway	220 feet
Main noise source	SR 101 mainline, ramp and frontage road
Existing traffic volumes	AADT 2005, 150,000
Existing total through lanes	6 lanes
Planned total through lanes	8 and HOV lanes
Measured noise levels (dBA)	58-61
Existing noise barrier	No
Asphalt rubber friction course (ARFC)	Yes, fall 2003
Privacy wall	Yes, 8 feet
Other noise reduction option	N/A
Potential barrier length (feet)	Approximately 1,300
Potential barrier height (feet)	20
Estimated potential barrier cost	\$896,000
Estimated cost per benefited customer	\$32,000

The freeway is dominated by moderate traffic volume of 150,000 AADT based on 2005 figures. Monitoring noise levels for this site for the first building row customers range from 58 to 61 dBA. The planned future freeway improvement project is not scheduled until FY 2021, which is beyond the 10 year period. The potential barrier cost is about \$896,000, with an estimated cost per benefited customer of \$32,000.

Priority 4: City of Phoenix, SR 101 & 7th Street (NEC)

TABLE 6 Information About Priority 4 Location	
Age of neighborhood	Properties built in 1999
Deed date for first row customers	N/A
Date of public knowledge	5/11/1995
Future freeway improvement projects	New GPL and HOV
Plan phasing	Phase 2 (FY 2011-2015), Phase 4 (FY 2021-2026)
Land use type	SFH
No. of affected customers with 200 feet from potential barrier	Approximately 29
Average distance from first row to freeway	250 feet
Main noise source	SR 101 mainline, ramp and frontage road
Existing traffic volumes	AADT 2005, 154,000
Existing total through lanes	6 lanes
Planned total through lanes	8 and HOV lanes
Measured noise levels (dBA)	62
Existing noise barrier	No
Asphalt rubber friction course (ARFC)	Yes, fall 2003
Privacy wall	Yes, 7.5 feet
Other noise reduction option	Depressed freeway
Potential barrier length (feet)	Approximately 1,300
Potential barrier height (feet)	20
Estimated potential barrier cost	\$896,000
Estimated cost per benefited customer	\$30,897

The freeway is dominated by moderate traffic volume of 154,000 AADT based on 2005 figures. Monitoring noise level for this site for the first building row customers is about 62 dBA. The planned future freeway improvement project is scheduled in Phase 2 between 2011 and 2015 which is within the 10 year window. The potential barrier cost is about \$896,000, with an estimated cost per benefited customer of \$30,897.

Priority 5: City of Peoria, SR 101, Peoria Avenue to Grand Avenue

TABLE 7 Information About Priority 5 Location	
Age of neighborhood	Sunset village estates approved in 1973
Deed date for first row customers	1984 - 2007
Date of public knowledge	6/21/1984
Future freeway improvement projects	New GPL and HOV
Plan phasing	Phase 3 (FY 2016-2020), Phase 4 (FY 2021-2026)
Land use type	SFH & mobile home
No. of affected customers with 200 feet from potential barrier	Approximately 21 Mobile Homes, 26 SFH
Average distance from first row to freeway	250-700 feet
Main noise source	SR 101
Existing traffic volumes	AADT 2005, 129,000
Existing total through lanes	6 lanes
Planned total through lanes	8 and HOV lanes
Measured noise levels (dBA)	56-62
Existing noise barrier	YES, Approximately 10 feet, ending at SFH
Asphalt rubber friction course (ARFC)	Yes, spring 2005
Privacy wall	Yes, 6 feet
Other noise reduction option	Setback for SFH
Potential barrier length (feet)	Approximately 3,100
Potential barrier height (feet)	20
Estimated potential barrier cost	\$2,170,000
Estimated cost per benefited customer	\$46,170

The freeway is dominated by moderate traffic volume of 129,000 AADT based on 2005 figures. Monitoring noise levels for this site for the first building row customers are about 56-62 dBA. The planned future freeway improvement project is not scheduled until in Phase 3 (FY 2016-2020). There is an existing noise barrier approximately 10 feet high. The potential barrier estimated cost is about \$2,170,000, with an estimated cost per benefited customer of \$46,170.

Priority 6: City of Peoria, SR 101, Olive Avenue to Peoria Avenue

TABLE 8 Information About Priority 6 Location	
Age of neighborhood	Properties approved in 1997
Deed date for first row customers	N/A
Date of public knowledge	6/21/1984
Future freeway improvement projects	New GPL and HOV
Plan phasing	Phase 3 (FY 2016-2020), Phase 4 (FY 2021-2026)
Land use type	SFH
No. of affected customers with 200 feet from potential barrier	Approximately 58
Average distance from first row to freeway	200 feet
Main noise source	SR 101
Existing traffic volumes	AADT 2005, 139,000
Existing total through lanes	6 lanes
Planned total through lanes	8 and HOV lanes
Measured noise levels (dBA)	50-62
Existing noise barrier	No
Asphalt rubber friction course (ARFC)	Yes, spring 2005
Privacy wall	Yes, 8 feet
Other noise reduction option	N/A
Potential barrier length (feet)	Approximately 4,500
Potential barrier height (feet)	20
Estimated potential barrier cost	\$3,150,000
Estimated cost per benefited customer	\$54,310

The freeway is dominated by moderate traffic volume of 139,000 AADT based on 2005 figures. Monitoring noise levels for this site for the first building row customers are about 50-62 dBA. The planned future freeway improvement project is not scheduled until in Phase 3 (FY 2016-2020). No existing noise barrier is located at this site. The potential barrier cost is about \$3,150,000, with an estimated cost per benefited customer of \$54,310.

Priority 7: City of Peoria, SR 101, North Avenue to Olive Avenue

TABLE 9 Information About Priority 7 Location	
Age of neighborhood	Properties approved around 1985
Deed date for first row customers	N/A
Date of public knowledge	6/21/1984
Future freeway improvement projects	New GPL and HOV
Plan phasing	Phase 3 (FY 2016-2020), Phase 4 (FY 2021-2026)
Land use type	SFH
No. of affected customers with 200 feet from potential barrier	Approximately 32
Average distance from first row to freeway	500-800 feet
Main noise source	SR 101
Existing traffic volumes	AADT 2005, 142,000
Existing total through lanes	6 lanes
Planned total through lanes	8 and HOV lanes
Measured noise levels (dBA)	60
Existing noise barrier	No
Asphalt rubber friction course (ARFC)	Yes, spring 2005
Privacy wall	Yes, 8.5 feet
Other noise reduction option	2 rows of 30 feet commercial buildings, setback
Potential barrier length (feet)	Approximately 2,500
Potential barrier height (feet)	20
Estimated potential barrier cost	\$1,750,000
Estimated cost per benefited customer	\$54,688

The freeway is dominated by moderate traffic volume of 142,000 AADT based on 2005 figures. Monitoring noise levels for this site for the first building row customers are about 58-60 dBA. The planned future freeway improvement project is not scheduled until in Phase 3 (FY 2016-2020) and Phase 4 (FY 2021-2026). There are two rows of commercial buildings, with a height of 30 feet just south of Olive Avenue. Also, the land use for the areas south of Las Palmaritas Drive is of mixed use. The estimated existing barrier cost is approximately \$1,750,000, with an estimated cost per benefited customer of \$54,688.

Priority 8: City of Scottsdale, SR 101 & 90th Street (NWC)

TABLE 10 Information About Priority 8 Location	
Age of neighborhood	Properties approved around 1978
Deed date for first row customers	1985 - 2007
Date of public knowledge	7/24/1985
Future freeway improvement projects	New GPL and HOV
Plan phasing	Phase 1 (FY 2005-2010), Phase 4 (FY 2021-2026)
Land use type	SFH
No. of affected customers with 200 feet from potential barrier	Approximately 22
Average distance from first row to freeway	200-300 feet
Main noise source	SR 101
Existing traffic volumes	AADT 2005, 146,000
Existing total through lanes	6 lanes
Planned total through lanes	8 and HOV lanes
Measured noise levels (dBA)	58-59
Existing noise barrier	Yes, approximately 9 feet on the customer side
Asphalt rubber friction course (ARFC)	Yes, ARFC test section
Privacy wall	Yes, 5-7 feet
Other noise reduction option	Buffer zone, berm inside the buffer zone
Potential barrier length (feet)	Approximately 2,700
Potential barrier height (feet)	20
Estimated potential barrier cost	\$1,890,000
Estimated cost per benefited customer	\$85,909

The freeway is dominated by moderate traffic volume of 146,000 AADT based on 2005 figures. Monitoring noise levels for this site for the first building row customers are about 58-59 dBA. The planned future freeway improvement projects are scheduled in Phase 1 (FY 2005-2010) and Phase 4 (FY 2021-2026). However, in the Phase 1 of HOV lane addition, the potential barrier is not qualified for build out because the cost per benefited customer is above ADOT NAP of \$43,000. There is an existing 9-foot noise barrier located at this site. The estimated existing barrier cost is approximately \$1,890,000, with an estimated cost per benefited customer of \$85,909.

Priority 9: City of Scottsdale, SR 101 & Cactus Road (NWC)

TABLE 11 Information About Priority 9 Location	
Age of neighborhood	Properties approved around 1988
Deed date for first row customers	N/A
Date of public knowledge	7/24/1985
Future freeway improvement projects	New GPL and HOV
Plan phasing	Phase 1 (FY 2005-2010), Phase 4 (FY 2021-2026)
Land use type	SFH
No. of affected customers with 200 feet from potential barrier	Approximately 22
Average distance from first row to freeway	250 feet
Main noise source	SR 101
Existing traffic volumes	AADT 2005, 123,000
Existing total through lanes	6 lanes
Planned total through lanes	8 and HOV lanes
Measured noise levels (dBA)	53-58
Existing noise barrier	Partial, 11 feet
Asphalt rubber friction course (ARFC)	Yes, fall 2003
Privacy wall	Yes, 7.5 feet
Other noise reduction option	Depressed freeway, berm on side, setback
Potential barrier length (feet)	Approximately 4,100
Potential barrier height (feet)	20
Estimated potential barrier cost	\$2,842,000
Estimated cost per benefited customer	\$129,182

The freeway is dominated by moderate traffic volume of 123,000 AADT based on 2005 figures. Monitoring noise levels for this site for the first building row customers are about 53-58 dBA. The planned future freeway improvement projects are scheduled in Phase 1 (FY 2005-2010) and Phase 4 (FY 2021-2026). However, in the Phase 1 of HOV lane addition, the potential barrier would not qualify for build out because the cost per benefited customer is above ADOT NAP of \$43,000. There is an existing 11-foot noise barrier located near this site. The barrier is located from Sweetwater Avenue to Voltaire Avenue. The estimated existing barrier cost is approximately \$2,842,000, with an estimated cost per benefited customer of \$129,182.

Priority 10: City of Phoenix, SR 51 & Greenway Parkway (NWC)

TABLE 12 Information About Priority 10 Location	
Age of neighborhood	Properties built in 1980's
Deed date for first row customers	1985 - 2005
Date of public knowledge	2/26/1987
Future freeway improvement projects	New GPL and HOV
Plan phasing	Phase 1 (FY 2005 -2010), Phase 4 (FY 2021-2026)
Land use type	SFH
No. of affected customers with 200 feet from potential barrier	Approximately 8
Average distance from first row to freeway	300 feet
Main noise source	SR 51 mainline and ramp
Existing traffic volumes	AADT 2005, 82,000
Existing total through lanes	6 lanes
Planned total through lanes	8 and HOV lanes
Measured noise levels (dBA)	56
Existing noise barrier	No
Asphalt rubber friction course (ARFC)	Yes, fall 2003
Privacy wall	Yes, 5.5 feet
Other noise reduction option	Berm and depressed freeway
Potential barrier length (feet)	Approximately 1,450
Potential barrier height (feet)	10
Estimated potential barrier cost	\$536,500
Estimated cost per benefited customer	\$67,063

The freeway is dominated by low traffic volume of 82,000 AADT based on 2005 figures. Monitoring noise level for the first building row customers is about 56 dBA. The planned future freeway improvement projects are scheduled in Phase 1 (FY 2005-2010) and Phase 4 (FY 2021-2026). The potential existing barrier cost is approximately \$536,500, with an estimated cost per benefited customer of \$67,063.

Priority 11: Maricopa County, SR 303, Deer Valley Road to North of Robertson Drive

TABLE 13 Information About Priority 11 Location	
Age of neighborhood	Properties approved around 1994
Deed date for first row customers	N/A
Date of public knowledge	N/A
Future freeway improvement projects	New freeway/highway construction
Plan phasing	Phase 2 (FY 2011-2015)
Land use type	SFH
No. of affected customers with 200 feet from potential barrier	Approximately 10
Average distance from first row to freeway	300-700 feet
Main noise source	SR 303
Existing traffic volumes	AADT 2005, 9,800
Existing total through lanes	4 lanes
Planned total through lanes	6 lanes
Measured noise levels (dBA)	56
Existing noise barrier	No
Asphalt rubber friction course (ARFC)	Yes
Privacy wall	Yes, 6 feet
Other noise reduction option	Setback for SFH
Potential barrier length (feet)	Approximately 1,000
Potential barrier height (feet)	14
Estimated potential barrier cost	\$502,000
Estimated cost per benefited customer	\$50,200

The freeway is dominated by low traffic volume of 9,800 AADT based on 2005 figures. Monitoring noise level for the first building row customers is about 56 dBA. The planned future freeway improvement project is scheduled in Phase 2 (FY 2011-2015). The potential existing barrier cost is approximately \$502,000, with an estimated cost per benefited customer of \$50,200.

CONCLUSION

Based on the review of information regarding areas recommended for noise reduction measures and existing monitoring noise levels, a prioritization schedule was developed. Following this report, site-specific noise modeling will be necessary to develop detailed, site specific noise abatement recommendations and features.

APPENDIX D

Noise Reduction Priority Matrix

TABLE 1
PRIORITY OF NOISE REDUCTION CONSIDERATIONS BY JURISDICTION

Jurisdictions	Area Location	Priority Index *
City of Phoenix	I-17 & Camelback Road, Southeast Quadrant	1
	I-10, 7th Avenue to 15th Avenue (North of Interstate)	2
	SR 101L & 51st Avenue, Southeast Quadrant	3
	SR 101L & 7th Street, Northeast Quadrant	4
	SR 51 & Greenway Parkway, Northwest Quadrant	5
City of Scottsdale	SR 101L & 90th Street, Northwest Quadrant	1
	SR 101L & Cactus Road, Northwest Quadrant	2
City of Peoria	SR 101L, Peoria Avenue to Grand Avenue	1
	SR 101L, Olive Avenue to Peoria Avenue	2
	SR 101L, North Avenue to Olive Avenue	3
Maricopa County	SR 303L, Deer Valley Road to North of Robertson Drive	1

* 1 being the highest priority and 5 being the least priority

TABLE 2
SUGGESTED PRIORITIZATION OF
NOISE REDUCTION CONSIDERATION

1		2		3		4	
Suggested Priority							
Neighborhood Information	City	Location	Phoenix	Phoenix	Phoenix	Phoenix	Phoenix
Date of Neighborhood		1-10, between 7th Avenue to 15th Avenue, North side of the Interstate		SR 101 & 51st Avenue, Southeast		SR 101 & 7th Street, NE Quadrant	
Type of Neighborhood		Permitted 3/12/1998		Constructed 1920-1940		Constructed 1898	
Approximate Distance of First Row Homes		280 ft		Single Family Homes		Single Family Homes	
From Roadway		None		300 ft		250 ft	
Existing Privacy Wall?		None		None		Yes, 6 feet high	
Existing Soundwall?		None		Yes, on retaining wall, 8-10 feet on customer side		None	
Existing Roadway and Noise Condition							
Route Name/No.		L-17		L-10		SR 101	
Date of Public Knowledge		2/7/1957		5/6/1955		2/8/1954	
Existing Lane Configuration		3 GPLs & 1 HOV each travel direction		5 GPLs in each travel direction		3 GPLs in each travel direction	
Existing Traffic Volume		213,000 AADT (2005)		298,000 AADT (2005)		154,000 AADT (2005)	
Asphalt Rubber Friction Course (ARFC), Quiet Pavement Installed?		Yes		Yes		Yes	
Measured Noise Levels Location		Common outdoor area (swimming pool), MON-10, NE of West Highland Avenue and Frontage Road		MON-01, NW corner, 9th Avenue and Moreland Street; MON-02, NW corner, 11th Avenue and Moreland Street; MON-03, NW corner of 13th Avenue and south of Culver Street		MON-09, SW corner, North 10th Place and East Pontiac Drive	
Measured Noise Level, Leq		66 dBA		59 to 62 dBA		62 dBA	
Dominant Measured Noise Source		I-17 Mainline, I-17 Ramps, Frontage Road		I-10 Mainline, Ramp		SR 101 Mainline, ramp and frontage road	
Future Freeway Improvement		Phase 3, (FY 2016-2020)		None		Phase 2 (FY 2011-2015), Phase 4 (FY 2021-2026)	
Future Lane Configuration		5 GPLs & 1 HOV each travel direction		None		4 GPLs & 1 HOV each travel direction	
Barrier Mitigation Cost *		\$528,000, new barrier approximately 800 feet long and 20 feet high on northbound side		\$1,750,000 (including removal costs for existing noise barrier), new barrier approximately 2,500 feet long and 20 feet high on westbound side		\$698,000 (including removal costs for existing privacy wall), new barrier approximately 1,300 feet long and 20 feet high on eastbound side	
Estimated Cost-Per-Benefitted-Customer **		\$68,000		\$43,750		\$32,000	
Comments		There is an existing sound wall between the frontage road and the I-17 to the south of the property.		Roadway is depressed, 20+ feet below grade		Roadway is depressed, below grade	

Notes: * The barrier mitigation costs are calculated based on city requested locations and heights, with a unit cost of \$33 per square foot. The total mitigation cost for the 11 noise barrier sites is approximately \$17,000,000.

** The cost-per-benefitted-customer is calculated based on the assumption that all the customers within 200 feet of the barrier are regarded as benefited customers.

TABLE 2 Continued
SUGGESTED PRIORITIZATION OF
NOISE REDUCTION CONSIDERATION

Suggested Priority	5			7			8		
	Neighborhood Information	City	Location	Peoria	Peoria	Peoria	Peoria	Peoria	Peoria
Date of Neighborhood	SR 101, Peoria Avenue to Grand Avenue	Peoria	SR 101, Olive Avenue to Peoria Avenue, Southbound Customers	Permitted 1973	Permitted 1985	Permitted 1978	Permitted 1978	Permitted 1978	SR 101 & 60th Street, NW Quadrant
Type of Neighborhood	Single Family Home & Mobile Home		Single Family Home	250-700 feet	200 feet	Single Family Home	Single Family Home	Single Family Home	
Approximate Distance of First Row Homes From Roadway	Yes, 6 feet		Yes, 8 feet	Yes, 8 feet	Yes, 9 feet	Yes, 5-7 feet	Yes, 5-7 feet	Yes, 5-7 feet	200-300 feet
Existing Privacy Wall?	Yes, approximately 10 feet		None	None	None	Yes, approximately 8 feet on the customer side	Yes, approximately 8 feet on the customer side	Yes, approximately 8 feet on the customer side	
Existing Soundwall?									
Existing Roadway and Noise Condition									
Route Name/No.	SR 101		SR 101	SR 101	SR 101	SR 101	SR 101	SR 101	SR 101
Date of Public Knowledge	8/21/1984		6/21/1984	6/21/1984	6/21/1984	6/21/1984	6/21/1984	6/21/1984	7/24/1985
Existing Lanes Configuration	3 GPLs in each travel direction		3 GPLs in each travel direction	3 GPLs in each travel direction	3 GPLs in each travel direction	3 GPLs in each travel direction	3 GPLs in each travel direction	3 GPLs in each travel direction	3 GPLs in each travel direction
Existing Traffic Volume	128,000 AADT (2005)		139,000 AADT (2005)	139,000 AADT (2005)	142,000 AADT (2005)	148,000 AADT (2005)	148,000 AADT (2005)	148,000 AADT (2005)	148,000 AADT (2005)
Asphalt Rubber Paving Course (ARPC), Quiet Pavement Installed?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes
Measured Noise Levels Location	MON-16, Behind the first row in the Mobile Home Park; MON-17, in front of the first row in the Mobile Home Park; MON-18, SW of West Yucca Street and North 63rd Avenue		MON-12, SW of North 92nd Drive and West Sanna Circle; MON-13, SW of N 82nd Dr and W Mountain View Road; MON-14, NW of W Mountain View Road between 92nd Drive and 94th Avenue; MON-15, NW of 92nd Drive and West Monroe Street	MON-11, NW of N 85th Avenue and West Las Palmeras Drive	MON-04, SW corner, End of the cul-de-sac at East San Rafael Drive; MON-05, west side of freeway south of E Via Linda				
Measured Noise Level, Leq	65 to 62 dBA		50 to 62 dBA	60 dBA	60 dBA	58 to 60 dBA	58 to 60 dBA	58 to 60 dBA	58 to 60 dBA
Dominant Measured Noise Source	SR 101		SR 101	SR 101	SR 101	SR 101	SR 101	SR 101	SR 101
Future Freeway Improvement									
Improvement Plan Phase	Phase 3 (FY 2016-2020), Phase 4 (FY 2021-2025)		Phase 3 (FY 2016-2020), Phase 4 (FY 2021-2025)	Phase 3 (FY 2016-2020), Phase 4 (FY 2021-2025)	Phase 3 (FY 2016-2020), Phase 4 (FY 2021-2025)	Phase 3 (FY 2016-2020), Phase 4 (FY 2021-2025)	Phase 3 (FY 2016-2020), Phase 4 (FY 2021-2025)	Phase 3 (FY 2016-2020), Phase 4 (FY 2021-2025)	Phase 3 (FY 2016-2020), Phase 4 (FY 2021-2025)
Future Lanes Configuration	4 GPLs & 1 HOV each travel direction		4 GPLs & 1 HOV each travel direction	4 GPLs & 1 HOV each travel direction	4 GPLs & 1 HOV each travel direction	4 GPLs & 1 HOV each travel direction	4 GPLs & 1 HOV each travel direction	4 GPLs & 1 HOV each travel direction	4 GPLs & 1 HOV each travel direction
Barrier Mitigation Cost *	\$2,170,000 (including removal costs for existing noise barrier and privacy wall), new barrier approximately 3,100 feet long and 20 feet high on northbound side		\$3,150,000 (including removal costs for existing privacy wall, new barrier approximately 4,500 feet long and 20 feet high on southbound side)	\$1,750,000 (including removal costs for existing privacy wall, new barrier approximately 2,500 feet long and 20 feet high on southbound side)	\$1,750,000 (including removal costs for existing privacy wall, new barrier approximately 2,500 feet long and 20 feet high on southbound side)	\$1,750,000 (including removal costs for existing privacy wall, new barrier approximately 2,500 feet long and 20 feet high on southbound side)	\$1,750,000 (including removal costs for existing privacy wall, new barrier approximately 2,500 feet long and 20 feet high on southbound side)	\$1,750,000 (including removal costs for existing privacy wall, new barrier approximately 2,500 feet long and 20 feet high on southbound side)	\$1,750,000 (including removal costs for existing privacy wall, new barrier approximately 2,500 feet long and 20 feet high on southbound side)
Estimated Cost-Per-Benefitted-Customer **	\$46,170		\$54,310	\$54,088	\$54,088	\$54,088	\$54,088	\$54,088	\$54,088
Comments	Customers setback from the freeway		Customers setback from the freeway	Shaded by 2 row of 30-foot tall commercial building, customers setback from the freeway	Shaded by 2 row of 30-foot tall commercial building, customers setback from the freeway	Shaded by 2 row of 30-foot tall commercial building, customers setback from the freeway	Shaded by 2 row of 30-foot tall commercial building, customers setback from the freeway	Shaded by 2 row of 30-foot tall commercial building, customers setback from the freeway	Existing berm with setback

Notes: * The barrier mitigation costs are calculated based on city requested locations and heights, with a unit cost of \$33 per square foot. Removal costs for existing barriers and privacy walls are calculated based on \$40 per linear foot. The total mitigation cost for the 11 noise barrier sites is approximately \$17,000,000. ** The cost-per-benefitted-customer is calculated based on the assumption that all the customers within 200 feet of the barrier are regarded as benefited customers.

TABLE 2 Continued
SUGGESTED PRIORITIZATION OF
NOISE REDUCTION CONSIDERATION

Suggested Priority Neighborhood Information	B		10		11	
	City	Location	City	Location	City	Location
Data of Neighborhood Type of Neighborhood Approximate Distance of Fast Row Homes From Freeway	Scottsdale	SR 101 & Cactus Road, NW Quadrant	Phoenix	SR 516 Greenway Pkwy, NW Quadrant	Sun City West, Maricopa County	East of SR 303, Deer Valley to Robertson Drive
		Permitted 1988		Permitted 1980		Permitted 1994
		Single Family Home		Single Family Home		Single Family Home
		250 feet		300 feet		300-700 ft
Existing Privacy Wall? Existing Soundwall?		Yes, 8 feet		Yes, 8 feet		Yes, 8 ft
		Yes, Partial, 11 feet		None		None
Existing Roadway and Noise Condition						
Route Name/No.	SR 101		SR 51		SR 303L	
Date of Public Knowledge	7/24/1985		2/28/1987		Not Listed	
Existing Lanes Configuration	3 GPLs in each travel direction		3 GPLs in each travel direction		2 GPLs in each travel direction	
Existing Traffic Volume	123,000 AADT (2005)		92,000 AADT (2005)		9,800 AADT (2005)	
Asphalt Rubber Friction Course (ARFC), Outlet Pavement Installed?	Yes		Yes		Yes	
Measured Noise Levels Location	MON-06, SW corner, Lakeside Drive and 87th Street; MON-07, SW corner, Sweetwater Avenue and 87th Street		MON-08, NW corner of East Wabash Lane and 35th Street		MON-26, 16435 West Robertson Drive	
Measured Noise Level, Leq	53 to 58 dBA		55 dBA		56 dBA	
Dominant Measured Noise Source	SR 101		SR 51 mainline and ramp		SR 303L Mainline	
Future Freeway Improvement						
Improvement Plan Phase	Phase 1 (FY 2005-2010), Phase 4 (FY 2021-2026)		Phase 1 (FY 2005-2010), Phase 4 (FY 2021-2026)		Phase 2 (FY 2011-2015)	
Future Lanes Configuration	4 GPLs & 1 HOV each travel direction		4 GPLs & 1 HOV each travel direction		3 GPLs in each travel direction	
Barrier Mitigation Cost *	\$2,842,000 (including removal costs for existing noise barrier and privacy wall, new barrier approximately 4,100 feet long and 20 feet high on southbound side)		\$536,600 (including removal costs for existing fence, new barrier approximately 1,450 feet long and 10 feet high on southbound side)		\$502,000 (including removal costs for existing privacy wall, new barrier approximately 1,000 feet long and 14 feet high on northbound side)	
Estimated Cost-Per-Benefitted-Customer **	\$126,182		\$67,063		\$50,200	
Comments						
	Depressed freeway, berm on side, customers setback from the freeway		Existing berm with depressed freeway		Mitigation should be considered in Final Design stage of roadway improvement	

Notes: * The barrier mitigation costs are calculated based on city requested locations and heights, with a unit cost of \$33 per square foot. Removal costs for existing barriers and privacy walls are calculated based on \$40 per linear foot. The total mitigation cost for the 11 noise barrier sites is approximately \$17,000,000.
** The cost-per-benefitted-customer is calculated based on the assumption that all the customers within 200 feet of the barrier are regarded as benefitted customers.

ATTACHMENT TWO

Projects Recommended for MAG Federal Funding/CMAQ in the 2009-2013 MAG Transportation Improvement Program

Transportation Review Committee December 6, 2007

BICYCLE PROJECTS									
Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Federal Cost	Total Cost	Bike/Ped Committee Action
	El Mirage	Dysart Rd to Agua Fria River	El Mirage Multi-use Trail	2013	Bicycle	\$ 1,440,000	\$ 3,360,000	\$ 4,800,000	Not Recommended
	Gilbert	Galveston Off-Road system (east of Lindsey & Galveston Rd)	Gilbert multi-use pathway development project (Galveston Off-Road System)	2013	Bicycle	\$ 150,000	\$ 350,000	\$ 500,000	Not Recommended
GLB13-902	Gilbert	Consolidated canal and Ray Rd., eastern canal & Williams Field rd, western powerline & McQueen Rd, Western Powerline & Val Vista Rd, western powerline & Greenfield rd, and western powerline & Recker Rd	Gilbert Bicycle Crossing Safety and Improvement demonstration Phase II Project	2013	Bicycle	\$ 255,000	\$ 583,000	\$ 850,000	Recommended
GLN13-902	Glendale	East embankment of New river, from Bethany Home Rd. to Northern Ave	New River Multi-Use Path Improvements-10-foot wide, concrete cement, paved pathway	2013	Bicycle	\$ 472,000	\$ 1,000,000	\$ 1,472,000	Recommended
LPK13-901	Litchfield Park	Litchfield Rd to Wigwam Blvd Intersection	Pedestrian/bicycle underpass at Litchfield Rd and Wigwam Blvd Phase II	2013	Bicycle	\$ 471,000	\$ 800,000	\$ 1,271,000	Recommended
MES13-905	Mesa	consolidated canal, 8th Street to Lindsay Road	Complete the design and construction of a 10-foot wide concrete pathway	2013	Bicycle	\$ 471,000	\$ 1,099,000	\$ 1,570,000	Recommended
PEO13-902	Peoria	Trail gap between Northern Ave. and Olive Ave	Northern to Olive multi-use path	2013	Bicycle	\$ 300,600	\$ 700,000	\$ 1,000,600	Recommended
PHX13-901	Phoenix	Nevitt Park and Western Canal (northwest of 46th St and Vineyard Rd)	Design and construct Nevitt park Bicycle & Pedestrian Bridge Crossing	2013	Bicycle	\$ 224,000	\$ 522,000	\$ 746,000	Recommended
SCT13-901	Scottsdale	Along the Arizona Canal from McDonald Drive to the Indian Bend Wash	Arizona Canal Path: McDonald to IBW/Share-use path	2013	Bicycle	\$ 1,241,660	\$ 1,100,000	\$ 2,661,650	Recommended
TMP13-901	Tempe	I-10 at Alameda Drive-City of Tempe	I-10 at Alameda bicycle and pedestrian bridge (Bicycle and Pedestrian Bridge over I-10 freeway at Alameda Drive)	2013	Bicycle	\$ 2,599,380	\$ 1,200,000	\$ 5,198,760	Recommended
10 Bicycle Projects Submitted for FY2013 funding: \$ 7,699,640 \$ 12,921,770 \$ 20,621,410									
8 Bicycle Projects Recommended for FY2013 funding: \$ 6,034,640 \$ 7,004,000 \$ 14,770,010									

PEDESTRIAN PROJECTS - 2013									
Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Federal Cost	Total Cost	Bike/Ped Committee Action
BKY13-901	Buckeye	Town of Buckeye	Alarcon Blvd and Kino Place Pedestrian Corridor Project	2013	Ped	\$ 174,572	\$ 400,000	\$ 581,909	Recommended

Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Federal Cost	Total Cost	Bike/Ped Committee Action
	Mesa	The project is located in the middle of the Town Center and will facilitate pedestrian movement from First Street to the Main Library.	The project area is not pedestrian friendly, and the sidewalk is in need of repair.	2013	Ped	\$ 25,372	\$ 337,018	\$ 362,390	Not Recommended
PVY13-901	Paradise Valley	Lincoln Drive south side of roadway, between Invergordon Road and eastern Town limits west of Scottsdale Rd	Lincoln Drive sidewalk improvement, south side, Invergordon Rd to Eastern Town limits. Construct a 6' wide colored concrete sidewalk, replace substandard driveway entrances and intersection access ramps, plant landscaping adjacent to new sidewalk	2013	Ped	\$ 189,000	\$ 441,000	\$ 630,000	Recommended
	Phoenix	32nd St (Washington St to McDowell Rd)	Phase II: construct 32nd St Pedestrian Enhancement (Washington St to McDowell Rd)	2013	Ped	\$ 1,694,000	\$ 3,951,000	\$ 5,645,000	Not Recommended
PHX13-903	Phoenix	32nd St (Washington St to McDowell Rd)	Phase I: Design 32nd St Pedestrian Enhancement (Washington St to McDowell Rd)	2013	Ped	\$ 161,000	\$ 373,000	\$ 534,000	Recommended
QNC13-901	Queen Creek	Elsworth Rd and Queen Creek Wash to Chandler Heights Blvd. and Queen Creek Wash.	Queen Creek Wash and North Bank Decomposed Granite Pedestrian Path	2013	Ped	\$ 225,000	\$ 525,000	\$ 725,000	Recommended
6 Pedestrian Projects Submitted for FY2013 funding:						\$ 2,808,944	\$ 6,819,354	\$ 9,603,299	
4 Pedestrian Projects Recommended for FY2013 funding:						\$ 749,572	\$ 1,739,000	\$ 2,470,909	

Recommended Bicycle & Ped Projects for FY2013. Funding available - \$8,743,000

\$

8,743,000

ITS PROJECTS - 2009									
Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Federal Cost	Total Cost	ITS Committee Action
GLB13-905	Gilbert	Guadalupe Rd, Higley Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase I (Design)	2009	ITS	\$ 63,000	\$ 122,234	\$ 185,234	Recommended
GLB13-906	Gilbert	Higley Rd, Recker Rd, Guadalupe Rd, Elliot Rd, Warner Rd, Ray Rd, Williams Field Rd	Gilbert ATMS Fiber East Ring Project - Phase II (Design)	2009	ITS	\$ 63,000	\$ 122,234	\$ 185,234	Recommended
GLN13-903	Glendale	Olive Ave: 67th Ave to 59th ave	ITS Fiber and 1 CCTV Camera	2009	ITS	\$ 159,493	\$ 449,450	\$ 608,943	Recommended
GDY13-902	Goodyear	Various locations	Purchase Dynamic Message Signs	2009	ITS	\$ 200,000	\$ 166,304	\$ 366,304	Recommended
PEO13-904	Peoria	Within the city of Peoria, connecting existing traffic signals to the central system using a hybrid wireless fiber system. 35 additional signals will be connected with this project.	Existing traffic signals within the city of Peoria will be connected to the fiber backbone, and back to central with either fiber or wireless.	2009	ITS	\$ 225,000	\$ 296,548	\$ 521,548	Recommended
SCT09-805	Scottsdale	South Scottsdale	Controller and cabinet replacement	2009	ITS	\$ 225,000	\$ 232,190	\$ 457,190	Recommended - increase in funds (shown only)
TMP13-903	Tempe	Citywide	Develop ITS and Communications Strategic Plan	2009	ITS	\$ 49,500	\$ 96,041	\$ 145,541	Recommended
7 ITS Projects Submitted for FY2009 funding:						\$ 955,749	\$ 2,310,884	\$ 3,266,642	
7 ITS Projects Recommended for FY2009 funding. Funding Available \$1,485,000:						\$ 984,993	\$ 1,485,001	\$ 2,469,994	

ITS PROJECTS - 2013										
Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Federal Cost	Total Cost	ITS Committee Action	
AVN13-901	Avondale	McDowell Rd from 99th Ave to Avondale Blvd (2 miles) plus 1/8 mile on 99th Ave from McDowell Rd north to the first signalized shopping center location	Proposed project is to furnish and install 2 1/8 miles of fiber optic cable, conduit, interdict, associated equipment at 9 traffic signals and one CCTV camera	2013	ITS	\$ 433,626	\$ 753,437	\$ 1,187,063	Recommended	
GLB13-904	Gilbert	Pecos Rd.-Greenfield to Power Rd, Power Rd-Pecos to Queen Creek Rd, Germann Rd-Power to Sossaman Rd	The proposed project will install approximately five miles of fiber optic cable and associated communications hardware to complete a high-bandwidth, non-leased interconnection between the Traffic Operations Centers in the Towns of Gilbert and Queen Creek.	2013	ITS	\$ 59,010	\$ 137,690	\$ 196,700	Recommended	
GLN13-901	Glendale	59th Ave between Northern and Bethany Home; Glendale Ave. between 51st Ave. and 67th Ave; Peoria Ave. between 47th Ave. and 67th Ave.	Variable message signs; ITS Conduit and Fiber	2013	ITS	\$ 428,081	\$ 753,437	\$ 1,181,518	Recommended	
GDY13-901	Goodyear	Citywide	Design and construction of fiber optic interconnect in existing conduit for traffic management through video surveillance and data collection	2013	ITS	\$ 891,256	\$ 700,000	\$ 1,591,256	Recommended	
MMA13-901	Maricopa County	Southwest Valley, 99th Ave to Cotton Ln to include McDowell Rd, Van Buren St, MC85/Buckeye	Develop a multi-agency Operations Plan that will support coordinated arterial operations, freeway/arterial coordination, incident management and traveler information.	2013	ITS	\$ 15,000	\$ 35,000	\$ 50,000	Recommended	
MMA13-902	Maricopa County	Regionwide this project will enhance traveler information on key arterials throughout the region	Develop and implement arterial ATIS Enhancements, building on the previous Phase I efforts 511 enhancements, and other key projects.	2013	ITS	\$ 150,000	\$ 277,083	\$ 427,083	Recommended	
MMA13-903	Maricopa County	Sun Valley Parkway, I-10 to Bell Rd Connection	Implement a wireless communications system and CCTV on Sun Valley Parkway.	2013	ITS	\$ 210,000	\$ 387,917	\$ 597,917	Recommended	
MMA13-904	Maricopa County	DMS installations in the EB and WB direction at each of the following intersections: McDowell Rd and Avondale Blvd, McDowell Rd and Estrella Pkwy, MC85 and Avondale Blvd, MC85 and Estrella Pkwy	Install arterial DMS and associated conduit, pull boxes, fiber optic cable, communication equipment and electrical service equipment	2013	ITS	\$ 300,000	\$ 700,000	\$ 1,000,000	Recommended	
MES13-902	Mesa	West side mid-city (initial deployment), West city limits to Country Club, University to Broadway-but project has city-wide potential	Upgrade central traffic control system software to accommodate a lite version of adaptive control	2013	ITS	\$ 150,000	\$ 318,182	\$ 468,182	Recommended	

Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Federal Cost	Total Cost	ITS Committee Action
MES13-906	Mesa	Ten intersection with highest crash rates within City of Mesa. This project has city-wide potential.	This project will implement video and acoustic sensors in the field to automatically detect and alert traffic operations staff on suspected crash or traffic impeding events.	2013	ITS	\$ 180,000	\$ 381,818	\$ 561,818	Recommended
PEO13-901	Peoria	83rd Ave beginning at Lone Cactus Dr and continuing north to Jomax Rd	Installation of Conduit, pull boxes, fiber, and CCTV cameras to connect signals to Central, and monitor traffic and provide real time traffic management on this segment of 83rd Ave	2013	ITS	\$ 300,000	\$ 700,000	\$ 1,000,000	Recommended
CNC13-902	Queen Creek	Beardsley Rd between 83rd Ave and Existing Fiber at 95th Ave and Lake Pleasant Parkway	Installation of Conduit, pull boxes, fiber, and CCTV cameras to connect signals to Central, and monitor traffic and provide real time traffic management on this segment of Beardsley Rd	2013	ITS	\$ 300,000	\$ 700,000	\$ 1,000,000	Not Recommended
SCT13-902	Scottsdale	Various Locations Town-wide	Ten wireless traffic signal connections last mile connections from city Fiber Network	2013	ITS	\$ 45,000	\$ 105,000	\$ 150,000	Recommended
SUR13-901	Surprise	Cotton Lane from Peoria Ave to Bell Rd	Optical Fiber Interconnect of signals, TV cameras, dynamic message signs, and connection to ITS Fiber Backbone	2013	ITS	\$ 1,500,000	\$ 753,437	\$ 2,253,437	Recommended
	Surprise	Various Locations	Installation and integration of ITS Count Stations and DMS's on existing ITS corridors or bridged to adjacent existing corridors	2013	ITS	\$ 500,000	\$ 500,000	\$ 1,000,000	Not Recommended
TMP13-902	Tempe	City Wide	Procure and install traffic control cabinets and hardware-Phase 1 of 3	2013	ITS	\$ 231,000	\$ 539,000	\$ 770,000	Recommended
15 ITS Projects Recommended for FY2013 funding						\$ 6,042,973	\$ 9,278,597	\$ 15,321,570	
17 ITS Projects Submitted for FY2013 funding						\$ 5,242,973	\$ 6,892,001	\$ 12,134,974	
17 ITS Projects Submitted for FY2013 funding. Funding available - \$6,892,000									

Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Federal Cost	Total Cost	ITS Committee Action
CHN13-901	Chandler	Various Locations in the City of Chandler	Paving dirt alleys	2010	AQ	\$ 589,000	\$ 350,000	\$ 939,000	Recommended
ELM13-903	El Mirage	Various Locations: downtown alleys	Paving alleys with no curb and gutter	2010	AQ	\$ 508,000	\$ 762,000	\$ 1,270,000	Not Recommended
FTM13-901	McDowell	Various Locations on Fort McDowell	Paving dirt roads	2010	AQ	\$ 1,750,000	\$ 1,250,000	\$ 3,000,000	Recommended
PHX13-904	Phoenix	Various Locations in the City of Phoenix: 44 miles of dirt alleys	Paving dirt roads	2010	AQ	\$ 1,650,000	\$ 700,000	\$ 2,350,000	Recommended
			Paving dirt alleys	2010	AQ	\$ 920,000	\$ 1,200,000	\$ 2,120,000	Recommended
5 Paving Dirt Roads Projects Submitted for FY2010 funding						\$ 3,218,500	\$ 6,460,500	\$ 9,679,000	
4 Paving Dirt Roads Projects Recommended for FY2010 funding. Funding available - \$3,500,000						\$ 4,909,000	\$ 3,500,000	\$ 8,409,000	

AIR QUALITY/TDM 2013									
Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Federal Cost	Total Cost	AO Committee Action
MAG13-804	MAG	Valleywide	Travel reduction program	2013	AQ/TDM	\$ -	\$ 135,000	\$ 135,000	Recommended
MAG13-805	MAG	Valleywide	MAG/Valley Metro telework outreach and ozone education program	2013	AQ/TDM	\$ -	\$ 330,000	\$ 330,000	Recommended
MAG13-808	MAG	Valleywide	Regional rideshare program	2013	AQ/TDM	\$ -	\$ 721,000	\$ 721,000	Recommended
MAG13-807	MAG	Valleywide	Purchase PM-10 certified street sweepers	2013	AQ/TDM	\$ 55,000	\$ 900,000	\$ 955,000	Recommended
MAG13-810	MAG	Valleywide	Trip reduction program	2013	AQ/TDM	\$ -	\$ 910,000	\$ 910,000	Recommended
MAG13-806	MAG	Valleywide	Pave dirt roads program	2013	AQ/TDM	\$ 302,500	\$ 4,513,000	\$ 5,306,500	Recommended
Recommended AQ/TDM Projects for FY2013 funding at \$7,509,000						\$ 357,500	\$ 7,509,000	\$ 8,357,500	

GENERAL PROJECTS									
Project ID	Agency	Location	Description of Project	Fiscal Year	Mode	Local Cost	Federal Cost	Total Cost	Committee Action
	Valley Metro	Valleywide	Bicycle Safety Education Program	2013	Bicycle	\$ 75,000	\$ 175,000	\$ 250,000	CMAQ Scores were approved - No Action
			City of Mesa Gas Division proposes to offer a grant using CMAQ project funds and operating funds to aid in the installation of home alternative fuel vehicle refueling stations, "Fuel Makers" to natural gas vehicles.	2013	General	\$ 67,000	\$ 133,000	\$ 200,000	CMAQ Scores were approved - No Action
	Mesa	City of Mesa	The City of Mesa proposes to install and operate a community natural gas refueling station for owners of alternative fuel vehicles utilizing existing city compressor infrastructure	2009	General	\$ 84,000	\$ 166,000	\$ 250,000	CMAQ Scores were approved - No Action
	Mesa	City of Mesa, Arizona and surrounding communities	Tatum Boulevard left turn lane extension at Lincoln Drive: extend Tatum Boulevard southbound turn lane to provide additional capacity by removing landscaped median.	2013	General	\$ 120,000	\$ 280,000	\$ 400,000	CMAQ Scores were approved - No Action
	Paradise Valley	The 1st median north of Lincoln Drive on Tatum Boulevard southbound turn lane to provide additional capacity by removing landscaped median				\$ 346,000	\$ 754,000	\$ 1,100,000	
4 General Projects Submitted									

Total: 55 Projects Submitted for CMAQ Federal Funding \$ 46,054,105

Total: 44 Projects Recommended for CMAQ Federal Funding \$ 28,129,002

Total: 7 Projects Recommended for CMAQ Federal Funding - FY2009 \$ 1,485,001

Total: 4 Projects Recommended for CMAQ Federal Funding - FY2010 \$ 3,500,000

Total: 33 Projects Recommended for CMAQ Federal Funding - FY2013 \$ 23,144,001

ATTACHMENT THREE

PROJECT CHANGE SHEET
Transportation Review Committee, December 6, 2007

Table A Highway Projects - MP FY 2008-2012 Amendments & Administrative Modifications											
PROJ #	Agency	Project Location	Project Description	Fiscal Year	Length	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT06-252	ADOT	85: MP 130.71 to MP 137.00	Reconstruct roadway	2008	6.29	NHS	\$ 7,291,300	\$ 19,708,700	\$ -	\$ 27,000,000	Admin. Modification - Cost increase by \$6.1 million.
DOT08-670	ADOT	60 (Superstition Fwy): I-10 to Loop 101 (Pima/Price Fwy) 101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Baseline Rd	Design general purpose lanes	2008	4.5	State	\$ 2,200,000	\$ -		\$ 2,200,000	Admin. Modification - Increase State/Local funds from \$1.6 mill to \$2.2 mill
DOT08-674	ADOT	101 (Pima Fwy): I-17 to SR-51 (Piestewa Fwy)	Construct HOV lanes	2008	4	CMAQ	\$ 17,100,000	\$ 4,900,000	\$ -	\$ 22,000,000	Amendment - Delete project and combine project and funds to DOT10-6C33B.
DOT08-833	ADOT	101 (Price Fwy): Loop 202 (Red Mountain Fwy) to Loop 202 (Santan Fwy)	Design and construct FMS	2008	6	CMAQ	\$ 600,000	\$ 4,900,000	\$ -	\$ 5,500,000	Admin. Modification - Changed funding sources and amounts.
DOT10-6C33B	ADOT		Construct HOV lanes (State funds)	2008	5.5	State	\$ 52,600,000	\$ -	\$ -	\$ 52,600,000	Admin. Modification - Combines scope and funds from deleted DOT08-674 project.
AVN08-812	Avondale	Citywide	Bike and pedestrian Education Program	2008		STP-TEA	\$ 684	\$ 11,316	\$ -	\$ 12,000	Amendment - Add new Transportation Enhancement Project
GLN08-802	Glendale	Grand Canal in west Glendale, from Loop 101 to New River	Construct a 1.5-mile multi-use pathway	2010	1.5	STP-TEA	\$ 837,825	\$ 500,000	\$ -	\$ 1,337,825	Amendment - Add new Transportation Enhancement Project
PHX08-872	Phoenix	Indian School & 67th Avenue	Design, Construction of Streetslights & Busbay	2008		STP-HES	\$ 25,085	\$ 415,000	\$ -	\$ 440,085	Amendment - Add new STP-Hazard Elimination Safety Project
PHX08-873	Phoenix	McDowell Road & 43rd Avenue	Design, Construction of Busbay and Streetslights	2008		STP-HES	\$ 33,061	\$ 546,952	\$ -	\$ 580,013	Amendment - Add new STP-Hazard Elimination Safety Project
PHX08-874	Phoenix	McDowell Road & 35th Avenue	Design, Install Streetslights	2008		STP-HES	\$ 4,518	\$ 120,000	\$ -	\$ 124,518	Amendment - Add new STP-Hazard Elimination Safety Project
PHX08-875	Phoenix	Western Canal west of 24th Street	Design Construction Pedestrian Bridge	2008		STP-TEA	\$ 118,335	\$ 491,151	\$ -	\$ 609,486	Amendment - Add new Transportation Enhancement Project
PHX10-842	Phoenix	McDowell Road & 32nd Street	Intersection Improvement including Streetslights, Busbay & Building Removal	2009		STP-HES	\$ 1,085,125	\$ 500,000	\$ -	\$ 1,585,125	Amendment - Add new STP-Hazard Elimination Safety Project

Table B Transit Projects - IIP FY2008-2012 Administrative Modification										
PROJ #	Agency	FTA ALI #	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
TMP08-628	Tempe	Downtown Tempe Transit Center	Design and construct a bicycle station	2008	STP-TEA	\$ 82,837	\$ 500,000	\$ -	\$ 582,837	Change project classification from FHWA-Highway to FTA-Transit

Table C Material Cost Change to the ADOT Program										
PROJ #	Agency	FTA ALI #	Project Description	Fiscal Year	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Requested Change
DOT06-252	ADOT	85: MP 130.71 to MP 137.00	Reconstruct roadway	2008	NHS	\$ 7,291,300	\$ 19,708,700	\$ -	\$ 27,000,000	Cost Increase by \$6.1 million.

A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects, or requests for changes that would materially increase Freeway Program costs. According to the MAG Material Cost Change policy, a material cost changes is defined as: 'An increase in the cost of a project that is more than five (5) percent of the adopted project budget, but not less than \$500,000 or any increase greater than \$2.5 million.'

ATTACHMENT FOUR

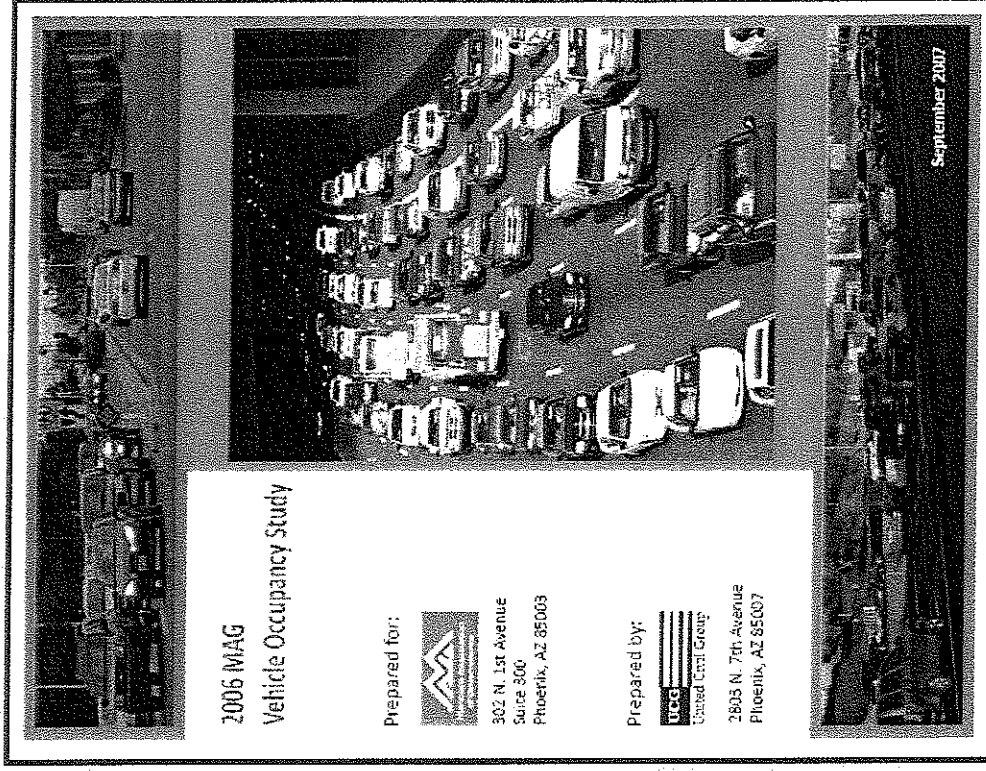
MAG Occupancy and HOV Study

Presentation Outline

- Introduction
- MAG Auto Occupancy Study Overview
- Occupancy Characteristics and Trends
- HOV Efficiency and Violation Rates
- Questions

**MAG Transportation
Review Committee**

December 6th, 2007



ATTACHMENT FIVE

Transportation Review Committee 2008 Calendar

Thursday, January 31, 2008
Thursday, February 28, 2008
Thursday, March 27, 2008
Thursday, April 24, 2008
Thursday, May 29, 2008
Thursday, June 26, 2008
Thursday, July 24, 2008
Thursday, August 28, 2008
Thursday, September 25, 2008
Thursday, October 23, 2008
Thursday, December 4, 2008